

447112)
II
TYNE PORT HEALTH AUTHORITY

65th
ANNUAL
REPORT

of the
MEDICAL OFFICER
OF HEALTH

1963



TYNE PORT HEALTH AUTHORITY

65th
ANNUAL
REPORT

of the
MEDICAL OFFICER
OF HEALTH

1963

T. C. FALCONER, M.B., Ch.B., D.P.H.
MEDICAL OFFICER OF HEALTH

SMITH BROTHERS (HEBBURN & JARROW) LIMITED
LYON STREET, HEBBURN.
1964.



TYNE PORT HEALTH AUTHORITY

CONSTITUTED BY LOCAL GOVERNMENT BOARD'S ORDER
DATED 29TH MARCH, 1897.

ELECTED BY THE CORPORATION OF NEWCASTLE :

COUNCILLOR R. C. BROWN.
COUNCILLOR Mrs. E. G. CHALK.
COUNCILLOR Mrs. V. GRANTHAM.
ALDERMAN R. W. HANLON.
ALDERMAN Mrs. M. S. MURRAY.
ALDERMAN Mrs. C. C. SCOTT, J.P.
COUNCILLOR Mrs. M. STEPHENSON.
COUNCILLOR Mrs. A. WYNNE-JONES.

ELECTED BY THE CORPORATION OF GATESHEAD :

COUNCILLOR W. COLLINS.
COUNCILLOR A. V. TURNBULL, J.P.
ALDERMAN B. N. YOUNG.

ELECTED BY THE CORPORATION OF SOUTH SHIELDS :

COUNCILLOR G. GIBSON.
ALDERMAN E. W. MACKLEY, J.P.
ALDERMAN Mrs. M. E. SUTTON, J.P.

ELECTED BY THE CORPORATION OF TYNEMOUTH :

COUNCILLOR J. P. HEARN.
COUNCILLOR H. SOWERBY, J.P.

ELECTED BY THE CORPORATION OF WALLSEND :

ALDERMAN J. McFADYEN.
ALDERMAN C. L. PALMER, J.P.

ELECTED BY THE CORPORATION OF JARROW :

ALDERMAN A. MORRISON.

ELECTED BY THE HEBBURN URBAN DISTRICT COUNCIL :

COUNCILLOR G. WATSON. (Vice-Chairman).

ELECTED BY THE FELLING URBAN DISTRICT COUNCIL :

COUNCILLOR T. P. S. PRUDHAM, J.P.

ELECTED BY THE BLAYDON URBAN DISTRICT COUNCIL :

COUNCILLOR J. T. STEPHENSON (Chairman).

ELECTED BY THE NEWBURN URBAN DISTRICT COUNCIL :

COUNCILLOR W. G. F. SHACKLETON.

ELECTED BY THE WHICKHAM URBAN DISTRICT COUNCIL :

COUNCILLOR C. W. COOPER.

The above Constitution is as existing on the 31st December, 1963.

C O N T E N T S

		Page
SECTION I	Staff	7
„ II	Amount of shipping entering the district during the year	8
„ III	Character of shipping and trade during the year ...	13
„ IV	Inland barge traffic	16
„ V	Water supply	17
„ VI	Public Health (Ships) Regulations, 1952—1963 ...	17
„ VII	Smallpox	18
„ VIII	Venereal Disease	18
„ IX	Cases of notifiable and other diseases on ships ...	19
„ X	Observations on the occurrence of malaria in ships	23
„ XI	Measures taken against ships infected with or suspected for plague	23
„ XII	Measures against rodents in ships from foreign ports	24
„ XIII	Inspection of ships for nuisances	25
„ XIV	Public Health (Shell Fish) Regulations 1934 and 1948	28
„ XV	Medical Inspection of Aliens	28
„ XVI	Miscellaneous	31

TYNE PORT HEALTH AUTHORITY

MILL DAM,

SOUTH SHIELDS.

FEBRUARY, 1964.

TO THE CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I have great pleasure in presenting my first Annual Report as Medical Officer of Health to the Tyne Port Health Authority. On 16th June, 1963, I commenced the duties of my appointment which I have thus held for only the latter half of the period covered by this report.

It is with the deepest regret that I refer to the death, on 18th December 1963, of my predecessor, Dr. T. L. J. Coxon who had given twenty six years of distinguished and faithful service as Medical Officer of Health to the Authority. It was indeed tragic that he should have been denied, so soon, the enjoyment of retirement which he so richly deserved.

On October 1st, 1963 Mr. T. H. Ogle was appointed as Clerk to the Authority in succession to Mr. John English who retired after a great many years of devoted service including no less than forty three years as Clerk to the Authority. To Mr. English, on his retirement, I extend the good wishes of myself and my staff.

During the year 1963, 4,927 vessels entered the river Tyne, this being 9 less than in the previous year. However, the total tonnage of vessels entering the river increased by more than 100,000 to exceed 7,700,000 tons. This, to some extent, reflects the continuing trend towards larger merchant ships, especially tankers and bulk carriers.

There has been a substantial increase, compared with the year 1962, in the number of fishing vessels entering the river; of these, the number of Polish vessels was more than doubled, there being 284. Owing to the high incidence of sickness and accidents aboard these Polish vessels, heavy demands were made on medical services, especially the hospitals in North Shields.

Compared with the previous year, imports and exports of general merchandise and exports of coal and coke all showed increases to a grand

total of almost 10,000,000 tons ; the principal increase was in imports of iron ore and oil and petroleum.

On page 17 of this report, reference is made to changes in the legislation governing port health control. By far the most important of these was the authority given to enable port health officers to require the production of a valid International Vaccination Certificate against smallpox from travellers arriving from local infected areas, and from Africa, Asia and the Americas (excluding Canada and the United States of America). This requirement is now included in the appropriate international regulations published by the World Health Organisation.

There were no cases, nor suspected cases, of smallpox during the year. From mid-April to late July, Stockholm was declared as a port infected with smallpox ; during this period, one vessel arrived in the Tyne direct from Stockholm in addition to vessels from other Swedish ports. In each case, the necessary supervision was exercised and, without exception, vaccination certificates were all found to be in order.

During the year, 351 deratting exemption certificates were issued but only one deratting certificate following the necessary fumigation. This is a measure of the continued low incidence of rats on board ships, which can be attributed to good management and supervision and modern methods of construction including rat-proofing.

In conclusion, I wish to record my appreciation of the support and encouragement I have received from the Chairman and Members of the Authority. In addition, I gladly pay a well deserved tribute to Mr. R. O. Burn, Chief Port Health Inspector and all members of my staff for their assistance and co-operation.

T. C. FALCONER,

Medical Officer of Health.

SECTION I—STAFF

TABLE A.

Name of Officer	Nature of Appointment.	Date of Appointment	Qualifications	Any other appointments held
T. L. J. Coxon Retired 15th June, Deceased, 18th Dec.	Medical Officer of Health	1st January, 1937	M.D., B.S., B.Hy., D.P.H.	Medical Inspector of Aliens and Common- wealth Immigrants.
I. C. Falconer	Medical Officer of Health	16th June, 1963 ...	M.B., Ch.B., D.P.H.....	Medical Inspector of Aliens and Common- wealth Immigrants.
J. Eustace	Deputy Medical Officer of Health	27th July, 1955 ...	M.D., M.R.C.P., I.....	Deputy Medical Inspector of Aliens and Common- wealth Immigrants.
I. English	Clerk to the Authority	1st October, 1963	L.L.B.	STAFF CHANGES Retired 30th September.
T. H. Ogle	Clerk to the Authority	20th May, 1933 ...	Cert. R.S.I. Certificate Meat and other Foods	
R. O. Burn	Chief Port Health Inspector ...	6th February, 1933	Cert. R.S.I. Certificate Meat and other Foods	
W. B. Weatherston	Deputy Chief Port Health Inspector	1st August, 1962...	Cert. of P.H.I. Examin- ating Board, Cert of Meat and other Foods.	
I. Cosgrove	Port Health Inspector	1st Nov. 1962	Smoke Inspectors Cert... Cert. of R.S. Associa- tion. (Sc.).	
J. Anderson	Port Health Inspector	12th July, 1957 ...	Cert. of Meat and other Foods. (Sc.).	Resigned 24th August.
D. N. Wallace	Port Health Assistant	4th March, 1935 ...		
H. Burn	Clerk	21st Dec. 1951 ...		
R. Humphrey	Rat seacher	28th Sept. 1953 ...		
L. Humphrey	Rat seacher	14th April, 1939 ...		
R. S. Burn	Launch Coxswain	28th Feb. 1957 ...		
A. Haxell	Launch Coxswain	16th Oct. 1961 ...		
I. Mounsey	Launch Hand	7th August, 1962...		
R. I. McDermott	Launch Hand	4th Oct. 1963		
F. D. Gallagher	Launch Hand			

OFFICES OF THE AUTHORITY.

Medical Officer of Health—Mill Dam, South Shields. Tel South Shields 3419.
 Chief Inspector—Mill Dam, South Shields. Tel. South Shields 3419. Deputy Chief Inspector— Tel. Newcastle 811173
 Clerk to the Authority—5, St. Nicholas Buildings, Newcastle upon Tyne, 1. Tel. Newcastle 22796.

SECTION II—AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1963

TABLE B.

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infec- tious disease on board
			by the Medical Officer of Health	by the Port Health Inspector	
Foreign Ports	1,549	2,939,943	448	1,521	18
Coastwise	3,378	4,764,628	29	3,158	15
Total	4,927	7,704,571	477	4,679	33

These totals do not include Fishing Vessels.

Total number of vessels visited by Inspectors :—

British Ships.

Steam	1,026	
Motor	1,953	
Sail .....	...
Fishing	192	
		3,171

Foreign Ships.

Steam	298	
Motor	1,402	
Sail .....	...
Fishing	325	
		2,025

Re-visits	724	
		5,920

Total number of crews of vessels visited by Inspectors :—

British Ships

British White	58,407		
British Coloured	6,994		
Alien White	298		
Alien Coloured	2,228		
	<hr/>	67,927	

Foreign Ships

British White	1,071		
British Coloured	184		
Alien White	41,791		
Alien Coloured	185		
	<hr/>	43,231	
		<hr/>	111,158

British Fishing Vessels.

British White	2,642		
British Coloured .....	...	
	<hr/>	2,642	

Foreign Fishing Vessels.

Alien White	5,984		
	<hr/>	5,984	
		<hr/>	8,626

The Nationalities of vessels inspected were as follows :—

British	3,607
Bulgarian	2
Danish	92
Dutch	121
Eirean	5
Finnish	23
French	10
German	218
Greek	8
Ghanian	1
Iraqi	1
Italian	1
Jugoslav	2
Lebanese	5
Liberian	16
Norwegian	417
Panamanian	30
Polish	8
Portuguese	2
Rumanian	3
Spanish	4
Swedish	87
Swiss	1
Turkish	7
U.S.S.R.	8
<hr/>	
Total	4,679
<hr/>	

Tonnage of vessels visited by Inspectors :—

Steamers.

British	2,168,048	
Foreign	838,465	
	<hr/>	3,006,513

Motors.

British	3,078,495	
Foreign	1,514,108	
	<hr/>	4,592,603

Sailing Vessels.

British .....	...
Foreign .....	...
	<hr/>	...
		<hr/> 7,599,116

Fishing Vessels.

British	17,311	
Foreign	41,785	
	<hr/>	...
		<hr/> 59,096

The Nationalities of Fishing Vessels visited were as follows :—

British	192
Belgian	3
Danish	4
Dutch	8
French	1
German	24
Norwegian	1
Polish	284
	<hr/> 517

The number of Re-visits made during the year were as follows :—

In connection with the issuing of De-ratting and De-ratting Exemption Certificates	467
In connection with health	131
In order to have defects remedied	126
	<hr/> 724

The number of vessels inspected during each year for the last 10 years has been as follows :—

1954	Vessels	5,504	
	Fishing Vessels	290	
	Re-visits	929	
		————	6,723
1955	Vessels	5,474	
	Fishing Vessels	212	
	Re-visits	923	
		————	6,609
1956	Vessels	5,376	
	Fishing Vessels	195	
	Re-visits	787	
		————	6,358
1957	Vessels	5,582	
	Fishing Vessels	295	
	Re-visits	703	
		————	6,580
1958	Vessels	4,800	
	Fishing Vessels	61	
	Re-visits	536	
		————	5,397
1959	Vessels	4,130	
	Fishing Vessels	31	
	Re-visits	417	
		————	4,578
1960	Vessels	3,898	
	Fishing Vessels	29	
	Re-visits	388	
		————	4,315
1961	Vessels	4,392	
	Fishing Vessels	156	
	Re-visits	553	
		————	5,101
1962	Vessels	4,614	
	Fishing Vessels	320	
	Re-visits	590	
		————	5,524
1963	Vessels	4,679	
	Fishing Vessels	517	
	Re-visits	724	
		————	5,920

**SECTION III—CHARACTER OF SHIPPING AND TRADE
DURING THE YEAR**

TABLE C.
TABLE SHOWING PASSENGER TRAFFIC
FROM 1954 TO 1963

Year.	Passengers.		
	Inwards.		Outwards.
1954	53,854	...	55,275
1955	59,048	...	60,478
1956	64,066	...	64,554
1957	65,052	...	66,079
1958	62,333	...	64,059
1959	64,424	...	66,416
1960	66,460	...	69,662
1961	70,128	...	73,229
1962	70,842	...	74,258
1963	65,016	...	67,393

During the year 1963 there was a substantial reduction in the amount of passenger traffic compared with the highest recorded figure during the previous year.

This decrease, the first since 1958, was to some extent due to the fact that the largest of the regular Norwegian passenger ships, s.s. "Leda," was out of commission for a few weeks during the early part of the summer season.

CARGO TRAFFIC

Total tonnage entering the port during the past ten years has been as follows :—

1954	Foreign	2,874,561	
	Coastwise	5,279,988	
		<u> </u>	8,154,549
1955	Foreign	3,001,123	
	Coastwise	5,044,559	
		<u> </u>	8,045,682
1956	Foreign	3,002,844	
	Coastwise	4,981,238	
		<u> </u>	7,984,082
1957	Foreign	2,931,713	
	Coastwise	4,998,400	
		<u> </u>	7,930,113
1958	Foreign	2,570,021	
	Coastwise	4,489,741	
		<u> </u>	7,059,762
1959	Foreign	2,545,285	
	Coastwise	4,323,063	
		<u> </u>	6,868,348
1960	Foreign	2,753,439	
	Coastwise	4,278,136	
		<u> </u>	7,031,575
1961	Foreign	2,876,817	
	Coastwise	4,593,261	
		<u> </u>	7,470,078
1962	Foreign	2,901,251	
	Coastwise	4,745,422	
		<u> </u>	7,646,673
1963	Foreign	2,939,943	
	Coastwise	4,764,628	
		<u> </u>	7,704,571

Through the courtesy of the General Manager of the Tyne Improvement Commission, I am able to give the following report on the import and export trade of the Tyne Ports.

Imports of General Merchandise, principal articles:—

	Tons.
Ales, Wines and Spirits	4,171
Cement	106,556
Fish	19,833
Fruit and Vegetables (Fresh)	26,848
Grain	256,066
Hemp and Flax	17,530
Iron and Steel Manufacturers	19,107
Iron and Steel Scrap	5
Iron Ore	706,517
Antimony Ore	11,708
Zircon Sand	12,607
Other Metals and Minerals	65,016
Petroleum Coke	14,287
Petroleum Spirit	211,991
Oil Fuel and Other Oils	849,184
Provisions	105,459
Timber—Pit Props.	78,490
Timber—Deals, Battens and Boards ...	146,923
Timber—Other Sorts (incl. Plywood) ...	23,332
Woodpulp	15,850
Other Goods	94,210
Total	2,785,690

Exports of General Merchandise, principal articles:—

Bituminous Manufactures	3,284
Electrodes and Electrical Equipment ...	2,059
Fireclay and Fireclay Goods	4,883
Grain and Feeding Stuffs	8,819
Iron and Steel Manufactures	37,709
Lime Waste	4,147
Machinery	26,125
Metals (Non-Ferrous)	5,154
Oil Fuel Cargo	138,738
Paints	5,466
Petroleum Spirit	8,038
Rope and Twine	1,655
Sulphate of Ammonia	147,984
Tar and Pitch	14,269
Textiles	5,831
Zircon-Processed Sand, etc.	4,466
Other Goods	49,138
	467,679
Oil Fuel shipped as Bunkers	177,157

Exports of Coal and Coke

Tons.

Cargo Coal 6,027,424

Cargo Coke 512,925

6,540,349

Coal Bunkers 32,737

6,573,086

Shipments to:—

	Coastwise Ports Tons	Foreign Ports Tons	TOTAL Tons
Coal Cargo	5,394,368	633,056	6,027,424
Coke Cargo	507	512,418	512,925
Coal Bunkers	30,859	1,873	32,737
	<hr/> 5,425,734 <hr/>	<hr/> 1,147,352 <hr/>	<hr/> 6,573,086 <hr/>

Principal Ports from which ships arrive:—

Normal Tyne trading includes a large proportion of traders from Australian, Canadian, Norwegian, Swedish, Danish, Dutch and German Baltic Ports, also a few arrivals from Poland, Russia, Finland and Portugal.

Oil and Petrol from various Ports; iron ore from North and West African ports. Canada, Portugal, Sweden and Venezuela; general cargoes from America, make up the bulk of the rest of the total of general trade.

SECTION IV—INLAND BARGE TRAFFIC.

There are no canals in the area and no barges operating in the port.

SECTION V—WATER SUPPLY.

No change has occurred in Sections 1, 2, and 3.

4. NUMBER AND SANITARY CONDITION OF WATER BOATS, AND POWERS OF CONTROL BY THE AUTHORITY.

There are six water boats available for the supply of fresh water to vessels at Tyne Ports. The following is a list of vessels and Owners :

"Crystal Stream"	Messrs. R. G. Aitken & Co.
"Harcus"	Messrs. V. A. Curry.
"Shearwater"	Messrs. V. A. Curry.
"Britannia G"	Messrs. A. Gibson.
"Daphne H"	Messrs. A. Gibson.
"Limmell"	Messrs. S. Pascoe.

34 samples of water submitted for bacteriological examination and found satisfactory.

SECTION VI—PUBLIC HEALTH (SHIPS) REGULATIONS 1952—1963.

The amendments to the above regulations contained in the Public Health (Ships) (Amendment) Regulations, 1963 enable port health officers to require the production of International Certificates of Vaccination against smallpox.

In the absence of a valid certificate, vaccination may be offered or the person concerned may be placed under surveillance or in isolation. As explained in the Ministry of Health Circular 13/63 of July, 1963, these amending regulations had been made as a result of recommendations of the Public Health Committee of the Council of Europe, and the regulations are in conformity with the International Sanitary Regulations. This Ministry Circular 13/63 states that a valid Certificate of Vaccination against smallpox should be required from travellers arriving from Africa, Asia, and the Americas (excluding Canada and the U.S.A.).

The circular also contains recommendations regarding the implementation of the new regulations.

The definition of "excepted port" is further extended by Circular 13/63 to include ports in Greece. Ships arriving from excepted ports need not comply with certain requirements of the Public Health (Ships) Regulations unless the Port Medical Officer considers compliance necessary on public health grounds.

SECTION VII—SMALLPOX.

(1) Name of Isolation Hospital to which smallpox cases are sent from the district.

The Regional Hospitals Area Board have designated Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving the name of the Authority responsible for the ambulance and the vaccinal state of the ambulance crews.

The Authority possesses no ambulance of its own, and is dependent on the co-operation of shore authorities for ambulance facilities of all types.

(3) Smallpox Consultants available :—

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant	Greensfield House, Gateshead, Co. Durham	Gateshead 71187 and 76787	Gateshead 75035
Dr. J. R. Lauckner	46 St. Georges Terrace, Newcastle upon Tyne and Newcastle General Hospital, Westgate Road.	Newcastle 38811 or 36206	Newcastle 81-2132
Dr. W. Minns	County Hall, Newcastle upon Tyne.	Newcastle- on-Tyne 28927	Humshaugh 317

(4) Facilities for laboratory diagnosis of smallpox.

Specimens are sent to the
Institute of Pathology,
General Hospital,
Westgate Road,
Newcastle upon Tyne, 4.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations or, on occasion, to inform the next port of call.

SECTION VIII—VENEREAL DISEASES.

No change

SECTION IX—CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS.

TABLE D.

Category.	Disease.	Numbtr of cases during the year.		Number of ships concerned
		Pass-engers.	Crew.	
Cases landed from ships from foreign ports.	Jaundice	...	2	2
	Scabies	...	2	1
	Tuberculosis	...	1	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Typhiod	...	1	1
	Malaria	...	1	1
Cases landed from other ships	Measles	...	1	1
	Pneumonia	...	1	1

The following category is in addition to the cases shown above:—

Cases which have occurred on ships from foreign ports, diagnosed, and treated on board.	Pneumonia	...	1	1
	Varicella	...	1	1

TYPHOID

Date	Name of Vessel	From	On voyage	On or after arrival	Remarks	Notes on arrival at Tyne
April 3rd	m.v. "Bishopsgate"	Pepel. Ymuiden. Dakar. Conakry	1		Fatal. Died at sea. Body landed at Dakar.	All well.

MEASLES

Dec. 12th	s.s. "British Star"	Isle of Grain		1	Medically examined and removed to hospital.	All well.
-----------	------------------------	---------------	--	---	---------------------------------------------	-----------

JAUNDICE

Date	Name of Vessel	From	Remarks	On voyage	On or after arrival	Notes on arrival at Tyne.
Jan. 14th	m.v. "Aldersgate"	Conakry			1	Paid off and proceeded home.
Nov. 15th	f.v. "Opawa"	Fishing grounds			1	Examined and re- moved to hospital.

TUBERCULOSIS

July 22nd	f.v. "Frithjof"	Fishing grounds			1	Examined and removed to hospital.
-----------	--------------------	-----------------	--	--	---	--------------------------------------------

MALARIA

June 12th	m.v. "British Reliance"	Gaeta	Removed to hospital at Italy. (Gaeta).	1		All well.
-----------	-------------------------------	-------	-------------------------------------------------	---	--	-----------

SCABIES

May 8th	m.v. "London Prestige"	Istanbul			2	Examined and treated in ship's hospital.
---------	------------------------------	----------	--	--	---	---------------------------------------------------

PNEUMONIA

Feb. 2nd	m.v. "Samuel Clegg"	London			1	Examined and admitted to hospital.
Aug. 7th	m.v. "Venus"	Bergen			1	Examined and treated on board.

VARICELLA

June 21st	m.v. "Dunera"	Lisbon. St. Helier. Vigo.			1	Remained on board, in care of ship's doctor.
-----------	------------------	---------------------------------	--	--	---	----------------------------------------------------------

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS DURING THE YEAR 1963.

The subjoined Table gives a Return of Sickness* reported by Master's of vessels as having occurred during the voyage, or coming under the notice of the Tyne Port Health Officials in each month of the year 1963.

1963	Accidents	Appendicitis	Asthma and Bronchitis	Abscesses Boils, etc.	Diseases of the Ear	Diseases of the Heart	Diseases of the Intes- tines	Diseases of the Kidneys	Diseases of the Liver	Diseases of the Lungs	Diseases of the Skin	Diseases of the Stomach	Diseases of the Throat	Dysentery	Dental
January	+1	...	...	...	...	...	...	...	...	1	...	2	1	...	1
February .....	...	...	...	+1	...	...	...	...	...	...	...	2	+1	3	...
March	1	...	...	...	...	...	...	...	...	1	...	...	...	...	...
April .....	...	...	...	...	...	+1	...	2	1	...	1	+3	1	...	...
May	+1	...	...	...	...	+1	...	...	...	...	1	+3	1	...	...
June	+1	+1	...	...	...	...	...	...	...	...	1	1	...	...	1
July	+3	+2	...	...	...	+1	+1	...	...	+1	...	2	...	...	...
August	4	...	...	...	...	...	...	...	1	...	...	11	+2	...	...
September .....	...	...	1	...	1	...	...	...	...	...	3	...	2	...	2
October	+4	+1	1	...	...	...	...	...	...	...	+4	...	...	...	...
November	+3	+3	1	...	1	1	...	1	2	...	...	...	1	...	2
December .....	...	...	...	1	...	+1	...	...	...	...	...	...	...	...	...
TOTALS	18	7	3	2	2	5	1	3	4	3	10	24	9	3	6

*The names of the diseases during the voyages are given as reported by the Master of the vessel. †Deaths. ‡Removed to hospital

GENERAL SICKNESS ON BOARD VESSELS ARRIVING AT TYNE PORTS—continued.

1963	Hæmoph- ilia	Hernia	Influenza	Jaundice	Lumbago	Malaria	Measles	Mental Disorders	Pneumonia	Scabies	Tuber- culosis	Typhoid	Varicella	Veneral Diseases	Other Diseases
January	1	...	...	...	...	...	...	...	...	...	3	...
February	+1	...	...	...	...	...	...
March'	3	...
April	3	...	...	...	...	...	...	...	...	†1	...	5	...
May	†1	...	...	1	...	...	...	...	2	...	...	...	2	...
June	+1	...	...	...	...	...	...	1	1	...
July	3	...	1	...	...	1	...	...	†1	...	...	...	...
August	1	...	...	...	...	...	1	...	...	...	...	...	...
September	2	...	1	...	...	...	...	...	...	...	...	1	2
October	1	...	3	...	...	...	...	...	...	...	...	...	...	1	...
November	+1	...	...	...	...	...	...	...	...	...	...	...
December	+1	...	...	...	...	...	...	...	...
TOTALS	1	1	12	2	3	1	1	1	2	2	1	1	1	16	2

*The names of the diseases during the voyage are given as reported by the Master of the vessel. †Deaths. ‡Removed to hospital.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS.

Vessels arriving from Infected Ports were boarded by Medical Officer and Inspectors of the Tyne Port Health Authority as under:—

Name of Port.		Direct to the Tyne.	To the Tyne Indirect.
Boma	*	...	1
Bombay	*	...	2
Calcutta	* †	...	5
Chalna	*	...	1
Chittagong	* †	...	1
Cochin	*	...	1
Dar-es-Salaam	*	...	3
Hong Kong	†	...	1
Karachi	*	...	2
Lagos	*	1	2
Madras	* †	...	2
Matadi	* †	1	3
Pointe-Noire	*	...	1
Rio de Janeiro	*	...	1
Sapele	*	...	1
Stockholm	*	...	4
†Cholera *Small Pox	Total ...	2	31

During the year a considerable number of coloured crews (mostly Indians, Pakistani and Chinese) flew into the country for the purpose of manning new ships, or, crew changes. Their point of departure was generally an "infected" area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they arrive on board their vessels within 48 hours of leaving these areas. We are notified by the Medical Officer, London Airport, of their arrival and destination, and surveillance is maintained during their sojourn in the Port.

PLAGUE, CHOLERA, YELLOW FEVER, SMALL POX, TYPHUS OR RELAPSING FEVER.

No cases, nor suspect cases of the above occurred in the Port during 1963.

SECTION X—OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS.

No cases of Malaria occurred in the Port during the year.

SECTION XI—MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

There were no cases, nor suspected cases of plague in ships arriving in the river Tyne during the year.

SECTION XII—MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS.

1. Ship board rats are becoming increasingly scarce, and the old rat infested ship is becoming a rarity. Should there be any report of unusual numbers of rats or unusual behaviour among them, steps are taken to examine the vessel carrying them.

All runways, traces, tracks and possible harbourage are noted, and an estimate of the number of rats is formed.

The degree of rat proofing is noted and the ship's cubic capacity is measured compartment by compartment.

On the result of this examination, carried out by two experienced officers and seachers, appropriate treatment is decided, whether by poisoning, trapping or fumigation.

Similar procedure is adopted on examination for the purpose of deratisation or exemption certificate when however, it is insisted that the vessel be empty of all cargo.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation before destruction by incineration. Any abnormal rats are further examined, and if regarded as necessary, are subjected to bacterial examination.

3. The deratting of ships is carried out by private contract between the agents and fumigators on the approved list of the Port. This contains the names of three firms operating in the area.

Messrs. Rentokil Laboratories Ltd.

Messrs. Contra Pest Services Ltd.

Messrs. J. Cuthbertson & Co. Ltd.

Trapping, and a certain amount of pre-baiting, is practised in certain circumstances where fumigation is unsuitable, and this is performed by a professional ratcatcher.

4. Rat proofing is now a major consideration with Naval Architects in the construction of new tonnage, and in older vessels the substitution of expanded metal and sheathing for wooden conduits and casings is proceeding with successive surveys.

TABLE E.

Rodents destroyed during the year in ships from foreign ports.

Category	Numbers.
Black rats	157
Brown rats.....	3
Mice	25
Species not known	Nil.
Sent for examination	15
Infected with plague	Nil.

Prevention of Damage by Pests Act, 1949.

Prevention of Damage by Pests (Application to Shipping) Order, 1951:—

60 Rodent Control Certificates issued.

TABLE F.
Deratting Certificates and Deratting Exemption Certificates issued during the year for ships.

Number of Deratting Certificates Issued.					
After fumigation with.		After trapping.	After poisoning*	Total	Total Deratting Exemption Certificates Issued.
H.C.N.	Other fumigant (State Method).				
1	2	3	4	5	6
1	...	...	...	1	351
					352

*state poisons used and number of Certificates issued after each poison.

SECTION XIII—INSPECTION OF SHIPS FOR NUISANCES.

TABLE G.
INSPECTIONS AND NOTICES.

Nature and Number of Inspections.	Notices served.		Result of Serving Notices.
	Statutory Notices	Other Notices	
	Original 4,679	146	172 Complied with.
Revisits 126			
TOTAL 4,805	.....	146	172 Complied with.

CLASSIFICATION OF NUISANCES.

Nationality of Vessels.	Number inspected during the year	Defects of original construction.		Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health.
British	3,171	.....		15	111
Other Nations	2,025	.....		3	17

SANITARY DEFECTS.

Inspection of crew's accommodation continues a most important part of the Port Health Inspector's duties.

Whilst revealing numerous instances of the continuance of defects which, with improved supervision by responsible officers and a responsive crew, should never occur, there are indications in the inspections that owners and superintendents are showing a happier spirit and a more earnest desire to give satisfactory accommodation to the personnel on board.

The elimination of out-of-date tramps and the substitution of faster and more economically run new tonnage with accommodation according to modern standards has proceeded satisfactorily. the extensive building of oil tankers has set a high standard of ship board comfort for their personnel.

The total Number of Vessels Inspected During 1963 is as follows:—

Steamers	1,324
Motor Vessels	3,355
Sailing Vessels .....	...
Total	<u>4,679</u>

The Number of Vessels on which Defects were found are as Under:—

British —Steam	59	
Motor	60	
Fishing Vessels	1	
Water boats	3	
	<u>123</u>	
Foreign—Steam	11	
Motor	12	
	<u>23</u>	
Total	<u>146</u>	

The Number of Vessels on which Defects were Remedied are as Under:—

British —Steam	71	
Motor	72	
Fishing Vessels	1	
Water boats	3	
	<u>147</u>	
Foreign—Steam	11	
Motor	14	
	<u>25</u>	
Total	<u>172</u>	

Defects of Vessels include the following :—

		Defects. Remedied.	
Accommodation	Dirty	2	4
	Neglected paintwork	3	5
	Verminous	34	49
W.C's	Inadequate Flush	5	—
	Seats to repair	1	2
	Foul W.C.	2	2
Washrooms	Defecive showers	—	1
	Defective basins	1	1
	Dirty	1	1
Galleys	Dirty	1	—
	Verminous	25	34
Pantries	Verminous	24	36
Provision Storerooms	Verminous	9	19
	Dirty	1	—
Dampness due to	Condensation	1	—
	Leaking decks	1	2
	Leaking side plates	1	—
	Leaking steampipes	—	3
	Leaking tank top	2	1
Defects of	Ports	2	5
	Floors	3	4
	Drainage	12	18
	Service pipes	4	—
	Butcher's block	6	7
	Bulkhead	1	1
	Doors	2	2
	Mosquito protection	—	2
Smoke—Excessive emissions		52	52
Defective or uncleanly water storage		5	4
Heating—Inadequate		1	1

SECTION XIV—PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948.

There are no Shell Fish beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XV—MEDICAL INSPECTION OF ALIENS.

The Medical Inspectors of Aliens holding warrants of appointment at 31st December, 1963 were as follows:—

Dr. T. C. Falconer. Medical Officer of Health.

Dr. J. Eustace. Deputy M.O.H.

Dr. J. O'Leary.

Dr. T. Lyons.

Other Staff.

Miss N. Howard. Retired 31/5/63.

Mrs. M. Thompson, S.R.N., S.C.M. Appointed 1/6/63.

Organisation of Work.

Medical inspections are carried out by the Medical Officer of Health; the other three medical inspectors, who are general practitioners in partnership, carry out relieving duties as required. During the year, more than 400 ships were dealt with; the majority of these were Scandinavian. In the case of the Norwegian mail boats arriving at Tyne Commission Quay, North Shields, disembarkation during week-days commences at 7.00 a.m; disembarkations at week-ends take place in late forenoon or early afternoon. During the summer season, the Danish passenger ship disembarked twice weekly at Newcastle Quay.

Nature and amount of Aliens Traffic.**MEDICAL EXAMINATION OF ALIENS****Aliens Order, 1953.**

during the year ended 31st December, 1963.

1. Number of arriving ships carrying aliens 448
2. Total number of arriving aliens (excluding crews)22,486
3. Total number of aliens medically examined 834
4. Reports and certificates for aliens medically examined :—

Nature of report or certificate	Total number of reports and certificates issued	Aliens not permitted to land
A Unsound mind or mentally defective	...	...
B (1) Undesirable for medical reasons	...	...
(a) Inability to support	...	...
B (2) (b) Likely to require medical treatment	...	...
(c) Inability to support and likely to require medical treatment.	1	...
C Conditionally landed for further medical examination	...	...
Totals	1	0

Accommodation for Medical Inspection and Examination.

The Bergen Line has a well appointed terminal building at Tyne Commission Quay, North Shields; there is a medical inspection room and adjacent waiting room.

These facilities are available only in respect of passengers travelling by Bergen Line, otherwise, medical examination of aliens is carried out on board ship.

COMMONWEALTH IMMIGRANTS ACT, 1962.

Medical Examination of Commonwealth Immigrants.

The arrangements regarding the arrival of vessels carrying Commonwealth Immigrants are similar to those in operation in respect of aliens, and all the Medical Inspectors also hold warrants of appointment as Medical Inspectors of Commonwealth Immigrants.

MEDICAL EXAMINATIONS.

during the twelve months ending 31st December, 1963.

1. Total number of arriving Commonwealth citizens
subject to control under the Act2,121
2. Total number of Commonwealth citizens medically examined ... 2
3. Reports and Certificates for Commonwealth citizens medically
examined :—

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder	...	...
B (1) Undesirable for medical reasons	...	...
B (2) Likely to require major medical treatment	...	...
Totals	0	0

SECTION XVI—MISCELLANEOUS.

FOOD INSPECTION.

PUBLIC HEALTH (IMPORTED FOOD) REGULATIONS
1937-1948.

TYNE COMMISSION QUAY, NORTH SHIELDS.

Foodstuffs imported from :—

OSLO.

	Tons.	Cwts.		Tons.	Cwts.
Fish	1,964	10	Canned Fish	29	12
Butter	711	14	Canned Meat	62	11
Cheese	180	16	Margarine	50	17
Dried Milk	420	10	Frozen Meat	82	4
Eggs	625	12	Marshmallow		
Casings	36	12	Powder	98	13
Beer and Wines ...	73	17	Offal	10	11
Flour	704	15	Crispbread	77	10
Fruit	129	17	Vitamin Capsules ...	7	13
			Provisions	52	12

BERGEN.

	Tons.	Cwts.		Tons.	Cwts.
Fish	14,071	14	Stockfish	993	13
Herrings	2,077	19	Butter	766	8
Cheese	2,129	0	Eggs	129	18
Casings	166	6	Offal	11	7
Canned Fish	1,186	16	Canned Chicken ...	17	7
Bilberries	61	3	Cod Liver Oil	2	11
Provisions	26	2			

TYNE & TEES WHARF, GATESHEAD.

LONDON.

	Tons.	Cwts.		Tons.	Cwts.
Tea	1,040	15	Desiccated		
Wines	29	0	Coconuts	2	5

FRANCE.

	Tons.	Cwts.
Cognac	346	5

GERMANY.

	Tons.	Cwts.		Tons.	Cwts.
Canned Meat	42	14	Canned Fruit	39	0
Sugar	846	0	Wines and Beer ...	8	3
Potatoes	15	0	Epsom Salts	101	0
Confectionery	3	18			

HOLLAND.

	Tons.	Cwts.		Tons.	Cwts.
Canned Meat	1,954	12	Canned Fish	3	4
Canned Fruit.....	154	14	Canned Vegetables	2	10
Condensed Milk ...	61	16	Fish	11	17
Bacon	257	4	Butter	17	4
Cheese	113	13	Confectionery	40	4
Eggs	111	6	Beer and wines ...	321	10
Farina	65	8	Biscuits	23	12
Jams	59	19	Provisions	3	6
Apples	274	10	Pears	91	19
Lemons	5	0	Oranges	34	9
Fruit Pulp	7	18	Grapes	2	11
Tomatoes	508	7	Bilberries	4	12
Carrots	214	14	Cabbages	71	1
Cucumbers	178	10	Cauliflowers	9	7
Lettuce	93	5	Onions	1,281	16
Potatoes	614	16	Peas	177	18
Beetroot	9	17	Vegetables in brine	176	16

Condemned:—15 cwts. of potatoes.

BALTIC MILLS, GATESHEAD.

DISCHARGED FROM :—

CHARGED FROM :—

		Tons
Argentine	Wheat	4,957
Australia	Wheat	18,173
Belgium	Wheat	987
Canada	Wheat	48,483
England	Wheat	8,437
France	Wheat	7,236
Sweden	Wheat	511
U.S.A.	Wheat	3,082
U.S.S.R.	Wheat	9,093
Canada	Maize	846
France	Maize	1,342
Rumania	Maize	11,380
U.S.A.	Maize	4,588
England	Barley	303

26 tons of Australian wheat damaged, but utilised for animal fodder.

C.W.S. MILLS, DUNSTON.

DISCHARGED FROM :—

CHARGED FROM :—			Tons.
Argentine	..... Wheat	.....	4,496
Australia	..... Wheat	.....	7,659
Canada	..... Wheat	.....	21,514
England	..... Wheat	.....	530
France	..... Wheat	.....	3,243
U.S.S.R.	..... Wheat	.....	4,110
Rumania	..... Maize	.....	722
U.S.A.	..... Maize	.....	3,346

5 tons 6 cwts. of Argentine wheat unfit for human consumption but utilized for animal foodstuffs.

CLEAN AIR ACT, 1956.

DARK SMOKE (PERMITTED PERIODS) (VESSELS) REGULATIONS, 1958.

Fifty-two verbal complaints were made to Masters and Engineers regarding the volume of smoke being emitted, as opposed to ten in 1962.

On first appraisal this appears to be a retrograde step, but actually, it reflects the fact that the staff have been able to take more observations and exercise more vigilance than in previous years, and by timely intervention, probably prevent contraventions.

We still have many problems before we can claim with any justification, that we have solved the difficulties so long associated with smoke from ships and river craft etc., and there are many who claim that the Permitted Periods (Vessels) Regulations are very difficult to apply. Even so, there is strong evidence to show an increased awareness exists among seafarers, owners and employees alike.

I know of cases where owners of river craft have paid considerably more than the cheapest rate for bunker coal, the Chairman and Secretary of a Union involved making a direct approach to this Authority. Seafarers, on returning from a voyage, hear from their wives of difficulties experienced ashore, and this makes them appreciate the importance of Clean Air afloat on the river.

MEDICAL TREATMENT.

The Medical Officer of Health is called upon to deal with all kinds of medical emergencies, including accidents and other illness in addition to infectious diseases which are his prime concern. On receipt of radio messages from inward bound ships with illness on board, the necessary arrangements are made which may include admission to hospital.

Medical treatment of illness arising on board ship after arrival in port is normally carried out by general practitioners engaged by the shipping agent, or by medical officers of the Shipping Federation who advise the Medical Officer of Health in cases of infectious disease.

Masters and responsible officers on board vessels, where cases of sickness have occurred, are advised of the appropriate measures to be taken. Advice, where necessary, is transmitted to other ports for their information.

LAUNCHES,

Both launches underwent Annual Survey, and the necessary repairs were seen to have been carried out in a satisfactory manner.

T.P.H.A. No. 1 was commissioned in 1933, and in 1961 was examined and repaired on the assumption of a five year expectation. The general condition of this vessel remains servicable and the engine in a reliable condition, but of course the question of spares grows increasingly difficult.

T.P.H.A. No. 2 This launch too, is of pre-war vintage, gives good service, and the Annual Survey Report was very satisfactory.

BOUNDARIES OF THE TYNE PORT HEALTH AUTHORITY.

The boundaries of the Tyne Port Health Authority extend from Blaydon and Newburn on the west and take in all the riparian borders of the four County Boroughs, two Municipal Boroughs and six Urban Districts, to the river junction with the North Sea on the east.

This comprises the full extent of the navigable reaches of the river, and these boundaries generally coincide with those of the Tyne Improvement Commission.

Apart from the collection of bridges at Newcastle and Gateshead all other public cross traffic is served by passenger or vehicular ferries.

Owing to the length of the navigable portion of the Tyne, it is necessary to divide the area for working purposes into sub-areas or stations, and this practice is followed by H.M. Customs, H.M. Immigration Service, and the Tyne Port Health Authority.

Customs and Excise work from the major points of the County Boroughs and the Waterguard maintain stations on each commercial quay on the river.

The Tyne Improvement Commission, whose services include among their sub-divisions the harbour Master's Department, Ferry Superintendent and River Police, all have headquarters at the river entrance but with suitable sub-stations up and down the river.

The Tyne Port Health Authority find it most convenient to work, in the main, from the headquarters at South Shields, covering from the busy area of the mouth and middle districts of the river.

Newcastle, Gateshead, and the up river portion of the area are under the control of a senior inspector working from a base in Newcastle.

The staff of the Authority is by reason of numerical inadequacy, unable to maintain a twenty-four hour service, but owing to the close liaison existing between the Waterguard and ourselves, boarding during the night, except in special emergency is rarely necessary.

Most emergencies are purely medical in character and are the concern of the Medical Officer more than the inspectorial staff.

DANGEROUS DRUGS REGULATIONS, 1933.

In accordance with the above regulations the Medical Officer of Health granted authority to shipping chemists for the supply of scheduled drugs to thirty-five foreign registered vessels during the year.

ASSOCIATION OF SEA AND AIR PORT HEALTH AUTHORITIES.

The Annual Conference of the Association was held in Glasgow and was attended by the Chairman and the Medical Officer of Health.

At the Annual Meeting of the Association the Medical Officer of Health was appointed to the Medical and General Committees of the Association, and in September he attended meetings of these Committees in London.

CO-OPERATION WITH OUTSIDE AUTHORITIES.

I am bound to stress the dependence of the Authority upon H.M. Customs & Excise and H.M. Immigration Service—these being the two Government Departments most intimately connected with our work.

The extension by "Lloyds" to us of the facilities afforded by their Hailing Station in respect of a 24 hour service of all arrivals and sailings, continues to be of immense value.

We are grateful to "Lloyds" for this privilege and to their local staff at the Hailing Station for the help so freely given.

The assistance of the Surveyors and general staff of the Ministry of Transport is also freely sought, and on their part, freely given. This is always a powerful help in dealing with constructional defects.

I desire to render to the Principal Officers and Staffs of all the above departments, my grateful thanks.

To all others who have helped in the past year—the General Manager and Staff of the Tyne Improvement Commission, Pilotage Board, and in particular, the Members of my own staff, I extend my warmest thanks.

T. C. FALCONER, M.B., Ch.B., D.P.H.

Mill Dam,
South Shields.
February, 1964.

